

5631

U. S. COAST & GEODETIC SURVEY  
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Form 504  
Ed. June, 1928

DEPARTMENT OF COMMERCE

U. S. COAST AND GEODETIC SURVEY

R. S. Patton, Director

State: Georgia

DESCRIPTIVE REPORT

*Topographic* } Sheet No. 5  
*Hydrographic* }

LOCALITY

Altamaha Sound

and vicinity, Georgia

North River to Hampton River

Project No. HT-167

19 34

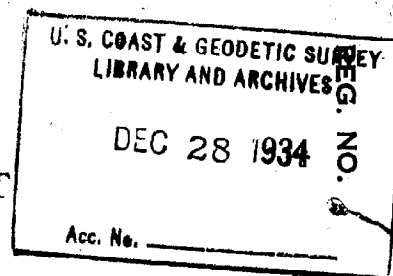
CHIEF OF PARTY

John A. Bond, H. & G. Engr.

5631

DEPARTMENT OF COMMERCE  
U. S. COAST AND GEODETIC SURVEY

HYDROGRAPHIC TITLE SHEET



The Hydrographic Sheet should be accompanied by this form, filled in as completely as possible, when the sheet is forwarded to the Office.

Field No. 5 5631

REGISTER NO.

State Georgia

General locality Altamaha Sound

Locality North River to Hampton River  
~~Altamaha Sound and vicinity~~

Scale 1:10000 Date of survey March - April, 1934

Vessel Launch MIKAWA & Party No. 23

Chief of Party John A. Bond, H. & G. Engr. & C. A. Egner

Surveyed by F. R. Gossett & D. E. Sturmer & M. G. Elliott

Protracted by L. B. A., G. F.

Soundings penciled by N. J. P., G. F.

Soundings in ~~77.444~~ feet

Plane of reference Mean low water

Subdivision of wire dragged areas by

Inked by E. F. Greenc, Jr.

Verified by E. F. G.

Instructions dated December 5, 1933, 19

Remarks:

## DESCRIPTIVE REPORT

To Accompany Hydrographic Sheet No. 5

Altamaha Sound and vicinity, Ga.

PROJECT No. HT-167

AUTHORITY

The work on this sheet was executed in accordance with Director's Instructions dated Dec. 5, 1933.

SURVEY METHODS

Standard Coast Survey methods of hand-lead sounding in accordance with the Hydrographic Manual were used throughout the sheet. The leadline was standard, mahogany colored, wire centered line marked to feet and using 8, 10 and 12 pound leads. The boats used were a 24 ft., 2 cylinder hired launch and a 22 ft. skiff with out-board motor; both boats equipped with sounding chairs and plotting tables. The work through "r" day was done by Lieut. (j.g.) F. R. Gossett and the remainder of the sheet by D. E. Sturmer, Deck Officer. All lines except the narrow creeks were run on ranges using natural objects, buoys and movable targets. When the current became too strong to take accurate soundings against it, lines were run only in its direction. Control consisted of cloth signals and natural objects located by standard Coast Survey methods of triangulation, planetable topographic and sextant fixes. The work was done without definite shoreline. Approximate shoreline was taken from old surveys and preliminary photo sheets and is shown in pencil.

DISCREPANCIES

This report is written from the boat-sheet on which the soundings are reduced from predicted tides only. Small discrepancies in depth curves and cross lines are expected to check when smooth plotted using gage tides. No discrepancies requiring field examination are known to exist.

See Rev. for  
discrepancies in  
sigs. X. 1933.

DANGERS

There is a large shoal area on the south side of the entrance to the sound, which is bounded near the channel by shell reefs and sand banks, Lat. 31-18.8'; Long. 81-16.0 to Long. 81-17.0.

There are numerous sand shoals and spits over the remainder of the sheet.

CHANNELS

The Intracoastal Waterway crosses the sheet and is marked by ranges and beacons. Channels over the remainder of the water area of the sheet are partially blocked by numerous shoal bars and spits and require careful navigation with a good chart even with shallow draft boats.

COMPARISON WITH PREVIOUS SURVEYS

This sheet was compared with Chart No. 4471. The present survey is much more detailed. However, general depths and curves check fairly well with the boat sheet.

GEOGRAPHIC NAMES

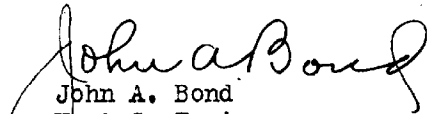
No new place names were used.

Note: This report is written from the boat sheet. Sheets and records are being transferred to Lieut. Egner in accordance with the Director's letter to Lieut. Egner dated April 2, 1934.

Respectfully submitted:

F. R. Gossett  
Jr. H. & G. Engineer

Approved & Forwarded:

  
John A. Bond  
H. & G. Engineer  
Chief of Party

Sextant Location

Siv	War	Sab
Key	If	Mit
Ash	Den	Soc
Net	Owl	Mis
Pod	Que	

Topographic Location

Win	Oil	Neo
Leg	Gun	Fly
Ben	Tun	Shy
Out	New	Lin
Ite	Gas	Fox
Dig	Bak	Ab
Fog	Bat <del>s</del>	Hat's
Cup	Ex	Rat
He	Job	Kit
Pux	Rim	Unk
Wed	Sug	Vex
Was	Boy	Day
Gig	Kay	Mob
Nux	Rot	Pen
But	God	Hex
Nin	Pel	Ice
How	Ked	Liz
Mix	Nut	Aro
Ski	Rif	Yet
Day	Ely	Ist
Oh	Mum	Lux
Cue	Urt	Tom
Wil	Hod-	Ox
Lug	Hud-	Fit
Erg	Cow	Ape
Yel	Up	Toe
Ark	Ced	Doe
Ear	Hap	Rye
Mar	Pea	Jan
Abe	Bit	Chy
Dog	Yea	Cal
Bat	Joe	Gum
Pik	Oil	Pux
Caj	Far	Pug
She	Bar	Hue
Sun	Clo	Fix
Gay	Eze	Fat
Sig	Buz	Gus
Ba	Go	End
Ano	Dot	Own
Les	Dib	Yum
Rap	Liz	Col
Mem	Cru	Wig
Loy	Blu	Ham
Fry	Rus	Axe
Hef	Pru	Lan
Mul		

Topographic Location

Dro	Imp	As
Sir	Gar	Ed
Fox	Dot	Ric
Hes	Lur	Vil
Tux	Oco	Zen
Wop	Pla	Ray
Ned	Hoz	Tup
Vad	Zim	Mot
San	Fet	Ab
Jit	Out	Egg
Pax	Tro	Fay
Eke	Don	Gam
Phi	Rho	Lik
Sir	Tek	Hin
Emp	Web	Lat
Ja	Ib	Ack
Deb	It	Um
Pet	Ox	Kin
Hal	Ura	Fla
Jen	Bog	Ord
Tro	Pay	Fil
Gem	Hig	Aft
Qui	Med	Fib
Gin	Cle	Lov
Men	Int	Dew
If	Tus	Add
Mog	Dad	Tix
Nub	Mes	Why
Ado	Hyd	Bri
Ral	Who	Uod
Rex	Zar	Ida
Gaf	Si	Dix
Kim	Shy	Lok
Age	Lou	Fee
Wis	Nig	Sta
Voi	Noi	Con
Inc	Pok	Out
Hew	Von	De
Gro	Kil	Opo
Wod	Vis	Mat
Imp	In	Fib
Urk	Try	Lab
Jab	Nut	Amp
Ore	Flu	Sky
Joy	Ma	Lub

Het  
Lon

Photo Spot  
Swat  
Lat

Der  
Tip

Signals on Sheet 5 (MIKAWE)

Triangulation Stations:

Irway Bn. 6	Cooper
Flood U.S.E.	Little St.
Little St. Simon	Simon F.Range
Rear Range	Sim
Altamaha Rv. Bn. 1	Tide U.S.E.
" " " 4	Ballard U.S.E.
One Mile Cut R.R.	One Mile Cut F.R.
South U.S.E.	Cut
Sand U.S.E.	Grass
Little Mud U.S.E.	Little Mud Rv. R.R.
Crooked U.S.E.	Little Mud Rv. Bn. 4
Rockdedundy	Perry
Hess U.S.E.	Three U.S.E.
Mile U.S.E.	Brute U.S.E.
Rock U.S.E.	Dun U.S.E.
Long	Rockdedundy F.R. Bn.
Doboy	
Doboy Id. West House	South Chimney
Doboy Id. East House	North Chimney
Rockdedundy R. Bn. 1	
" " " " 3	
Auxiliary U.S.E.	Little Mud. Rv. Bn. 5
Little Mud River Front Range	Bn.
Edgar U.S.E.	
South Wolfe Id. R. R. Bn.	
South Wolfe Id. F. R. Bn.	

STATISTICS FOR SHEET NO. 5

<u>Date</u>	<u>Day</u> <u>Letter</u>	<u>Volume</u>	<u>Positions</u>	<u>Soundings</u>	<u>Statute</u> <u>Miles</u>	
Mar.	5	a	I	42	220	5.1
	6	b	I	114	540	12.6
	7	c	I	134	454	13.8
	8	d	II	155	679	13.7
	9	e	II	184	748	20.0
	12	f	III	149	720	18.5
	13	g	III	177	810	18.5
	14	h	III & IV	54	202	3.7
	16	j	IV	158	670	16.9
	17	k	IV	118	484	12.5
	20	l	IV & V	119	533	12.3
	21	m	V	189	735	18.7
	22	n	V & VI	160	701	17.5
	23	p	VI	158	593	15.4
	26	q	VI & VII	140	515	14.9
	28	r	VII	57	285	7.1
Apr.	2	s	VII	96	506	13.8
	4	t	VII	124	610	14.3
	5	u	VIII	112	511	11.7
	6	v	VIII	21	96	2.1
	9	w	VIII	133	728	16.3
	10	x	VIII & IX	145	643	13.7
	11	y	IX	157	653	15.4
	12	z	IX & X	99	400	8.1
	13	a'	X	200	888	21.7
			TOTALS	3195	13924	338.3

HYDROGRAPHIC SHEET NO. 5

Sheet and records were transferred on April 25, 1934 to Lieutenant C. A. Egner for completion.

Progress on the work on the records at the time of transfer was as follows:

RECORDS

Reducers entered - 0

Reducers checked - 0

Soundings reduced - 0

Soundings checked - 0

SMOOTH SHEET

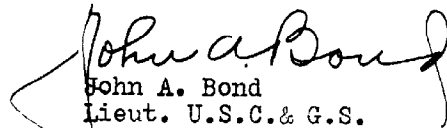
Projection - Completed and checked

Tri. and Topo stations - Tri. completed & checked. No topo.

Protracting - None

Soundings plotted - None

Records and sheet as completed to date of transfer have been inspected by the Chief of Party and are approved.

  
John A. Bond  
Lieut. U.S.C. & G.S.  
Chief of Party



5631

SUPPLEMENTAL REPORT

TO ACCOMPANY

HYDROGRAPHIC SHEET NO. 5 (MIKAWA).

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AUTHORITY:

This sheet was received for completion on April 25, 1934 from Lieut. J. A. Bond under instructions dated April 2, 1934.

ADDITIONAL  
WORK:

Several side creeks were to be sounded when this sheet was received by Field Party No. 23. This required the building and locating of a few signals. Most of these signals were located by topography, but one group of six signals in the southernmost extremity of the sheet was spotted from aerial photos. The position of these signals on the smooth sheet vary considerably from the corresponding position on the boat sheet. The boat sheet location was determined in the field by merely matching a piece of shoreline and pricking the positions through a somewhat distorted and odd scale photo. The additional sounding was done from the launch OWANEE. The usual standard methods were used. No additional dangers were found.

The creeks on the interior of Wolf Island were sounded as part of sheet No. 5 on a sub-plan. This sub-plan is called 5a and will be found as an inset on sheet No. 6 (MIKAWA). (H-5632, 1934).

TIDAL  
DATA:

Part of the additional work was done on a new tide gage. This gage was located in Jones Creek at its junction with Hampton River. This Hampton River area was sounded before the Jones Creek gage was established. It was thought at that time that a mean between two other gages would be used. This work was later rejected and done over after the Jones Creek gage was put in. This accounts for the

absence on the sheet of b' and c' days - these were the two days rejected.

Gage	M.L.W. on tide staff.
Darien River	3.3
Sapelo Lighthouse	3.3
Jones Creek	0.3

STATISTICS:

Date	Day	Vol.	Miles	Snd'gs.	Pos.
Sept. 20, '34	d'	11	6.0	151	30
21	e'	11	29.0	874	217
Oct. 3	f'	11	<u>18.5</u>	<u>582</u>	<u>142</u>
Totals . . . . .			53.5	1607	389

Respectfully submitted,

*George Fortune*  
George Fortune,  
Surveyor.

Approved and forwarded;

*C. A. Egnor*  
C. A. Egnor, Chief of Party

HYDRO. SHEET NO. 5  
Project No. 167

5631

Note:- Signals NET , KIL, and COD

Net seemed to be a very poor hydro pos. \*  
but it was plotted.

KIL -- It was decided to use topo pos.  
unless plotting showed signal radically bad.

Pod → COD, Listed in the back of Vol. 1  
Since no indications of a bad signal were seen  
on the Boat Sheet it was decided to leave this  
signal as transferred from the topo sheet.

In case of trouble with any of these  
positions see Hydro positions in Vol. 1

\* 5 angles on this position. By changing one <sup>signal</sup> angle on  
one angle, all are in good agreement. *sum*

Field Records Section (Charts)

HYDROGRAPHIC SHEET NO. 5631

The following statistics will be submitted with the cartographer's report on the sheet:

Number of positions on sheet	3584
Number of positions checked	213
Number of positions revised	<del>40-27</del>
Number of soundings recorded	15531
Number of soundings revised	<del>80-50</del>
Number of signals erroneously plotted or transferred	0

Date: Aug. 16, 1935

Verification by E. F. GREENE, JR.

Time: 198 hours

Review by

Harold W. Murray

Time: 18 1/2 "

Ver. Corrections by

"

" 19 3/4 "

H-5631.

August 16, 1935.

1. The records conform, with a satisfactory degree of completeness, to the requirements of the General Instructions. See Rev. for additional comments. ~~xxxx~~
2. The usual depth curves can be drawn with a satisfactory degree of completeness.
3. The field plotting was completed to the extent described in the Hydrographic Manual.
4. A number of positions had to be re-plotted. The spacing between penciled soundings, on the Smooth Sheet, was unusually bad, and nearly all of them had to be re-located.
5. Only H-5587, which joins this sheet in Hampton River on the South, could be obtained for comparison. The overlap was satisfactory, <sup>other overlaps effected</sup> by H.W.M.
6. The depth curves drawn by the field party, were placed, indiscriminately, to either side of the controlling soundings, were often drawn in the wrong place, the twenty-four-foot curve was added, and all the work was done with a very hard, sharp-pointed <sup>pencil</sup> which made the lines difficult to remove.

REMARKS.

← <sup>acceptd. for agreement with this, S.S. and adjacent sds. ~~xxxx~~</sup>  
Position 1-K was located with the left angle taken on an abandoned station (see Boat Sheet  $\phi 31^{\circ} 19.42'$   
 $\lambda 81^{\circ} 21.52'$ ). The station was plotted (without a red circle) on the Smooth Sheet, from the Boat Sheet, for the purpose of locating position 1-K. There is no record of the Station in Recoverable Stations cards (see Vol. 4, page 43).  
\* The parallel for  $31^{\circ} 19'$  of Latitude is plotted  $\textcircled{20}$  meters too low on the Boat Sheet, which results in a more or less negligible, but not inconsiderable disagreement between the Smooth and the Boat Sheet, on many plottings. Shoreline and low water line, was transferred from an Photo-Compilation 5221 and 5222, to the smooth sheet. See Rev. for additional sheets, <sup>also</sup> ~~xxxx~~

\* not of sufficient importance to consider in rev. ~~xxxx~~

E. J. Greene Jr.  
Verifier.

PAC

FE

March 26, 1935.

Division of Hydrography and Topography:

✓ Division of Charts: Attention Mr. E. P. Ellis

Tide Reducers are approved in  
11 volumes of sounding records for

HYDROGRAPHIC SHEET 5631

Locality North River to Hampton River, Georgia

- Chief of Party: John A Bond in 1934  
 Plane of reference is mean low water reading
- 4.7 ft. on tide staff at Wolf Island, Altamaha Sound, Ga.
  - 8.6 ft. below B.M. 1
  - 3.3 ft. on tide staff at Darien River (Three Mile Cut)
  - 8.3 ft. below B.M. 1
  - 4.7 ft. on tide staff at Champney I., Altamaha River
  - 5.9 ft. below B.M. 1
  - 3.3 ft. on tide staff at Sapelo Light House
  - 9.9 ft. below B.M. 1
  - 0.3 ft. on tide staff at Jones Creek
  - 15.0 ft. below B.M. 1

Height of mean high water above plane of reference is 6.6 ft. at Wolf I.; 7.1 ft. at Three Mile Cut; 5.2 ft. at Champney I.; 6.8 ft at Sapelo Light House; 7.3 ft. at Jones Creek.

Condition of records satisfactory except as noted below:

Some revision of reducers was necessary in order to smooth them out when changing from one tide station to another. *← This however is not considered a criticism of field work*

*Paul Whitney*

Chief, Division of Tides and Currents.

EKA

To: H.M. Strong  
From C.F.M.

Survey No. H 5631

GEOGRAPHIC NAMES

Date Feb. 7, 1935

GEORGIA

Chart No. 1242

Diagram No. 1241-2 & 1242-2

Approved by the Division of Geographic Names, Department of Interior. \*

Referred to the Division of Geographic Names, Department of Interior. R

Under investigation. Q

Status	Name on Survey	Name on Chart	New Names in local use	Names assigned by Field	Location
✓	<u>St. Simon Island</u>	Same	✓		
✓	<u>Jones Creek</u>	"	✓		
✓	<u>Hampton River</u>	"	✓		
✓	<u>Little St. Simon Island</u>	"	✓		
✓	<u>Egg Island</u>	"	✓		
✓	<u>Altamaha Sound</u>	"	✓		
✓	<u>Beacon Creek</u>	"	USG B 11/140 ✓		
✓	<u>Altamaha River</u>	"	✓		
✓	<u>Little Mud River</u>	"	✓		
✓	<u>Wolf Creek</u>	"	✓		
✓	<u>One Mile Cut</u>	<u>Onemile Cut</u>	✓		
✓	<u>South River</u>	Same	✓		
✓	<u>Rockdedundy Island</u>	"	✓		
✓	<u>Rockdedundy River</u>	"	✓		
	<u>Three Mile Cut</u>	<u>Thraemile Cut</u>	✓		
✓	<u>Generals Island</u>	"	✓		
✓	<u>Long Reach</u>	"	✓		
✓	<u>Black Island</u>	"	✓ 11/140 decision		
✓	<u>Mayhall Creek</u>	" <u>May Hall Cr.*</u>	✓	Mayhall - one word on	
✓	<u>Mayhall Island</u>	" <u>May Hall I.</u>	✓	Geog. names standard Ch 574	
✓	<u>Darien River</u>	"	✓	and new ch. 840	
✓	<u>Black Island</u>	"			





Section of Field Records

REVIEW OF HYDROGRAPHIC SURVEY NO. 5631 (1934) - FIELD NO. 5

North River to Hampton River, Altamaha Sound, Georgia

Surveyed in 1934

Instructions dated December 5, 1933 (C. A. Egner)

Hand Lead Soundings.

3 Point Fixes on Shore Signals.

Chief of Party - J. A. Bond and C. A. Egner.

Surveyed by - F. R. Gossett, D. E. Sturmer and M. G. Elliott.

Protracted by - G. Fortune and L. B. Ackerman.

Soundings penciled by - G. F. and N. J. P.

Verified and Inked by - E. F. Greene, Jr.

1. Condition of Records.

The records are neat and legible and conform to the requirements of the Hydrographic Manual except as follows:

- a. "Geographic Names" were inked on the sheet by the field party instead of being left in pencil as required by Par. 160.
- b. A number of topographic signals fall outside the high water line but do not show the feature on which they are located. However, most of these fall inside or very close to the low water line and are considered to be of a temporary nature.
- c. Triangulation stations plotted on the smooth sheet were not accompanied by the dates of establishment. These were added in the office.

The "Descriptive Report" is clear and comprehensive except that a definite recommendation regarding the two single 9 foot soundings obtained on the original work (line 55 to 56a', blue) in lat.  $31^{\circ} 22.9'$ , long.  $81^{\circ} 21.2'$  and which were not found in the later investigation should have been made in either the Descriptive Report or sounding records. The 9's were rejected in the office.

2. Compliance with Instructions for the Project.

The plan, character and extent of the survey satisfy the instructions for the project except that the single 5 foot sounding obtained on line 84 to 85f' (blue) in lat.  $31^{\circ} 17.9'$ , long.  $81^{\circ} 21.05'$  and falling in depths of about 12 feet should have been investigated. Surrounding soundings in the immediate vicinity, as well as the overlapping soundings from H-5581 (1934) indicate a very uniform bottom and the 5 has been rejected in the office.

3. Shoreline and Control.

The shoreline shown on the present survey originates with Air Photo Compilation T-5221 (1933), T-5222 (1933), T-5122 (1933), T-5120 (1933) and T-5123 (1933). The control originates with Graphic Control sheets: T-6161a (1934), T-6163a (1934), T-6164a (1934), T-6196a (1934), T-6196b (1934), T-6197 (1934), as well as several sextant located signals and a number of signals which were spotted on the aerial photographs of T-5123 (1933).

4. Sounding Line Crossings.

No general system of cross lines as required in the Instructions (par. 14) was run. However, such cross lines as were run or those that result from the work are entirely satisfactory.

5. Depth Curves.

Within the limits of the survey, the usual depth curves may be satisfactorily drawn including most of the low water and 6 foot curves.

6. Junctions with Surveys.

- a. The junctions on the east with H-5632 (1934), on the west with H-5581 (1934) and on the south with H-5587 (1934) are satisfactory.
- b. The junction on the north with H-5634 (1934) was not entirely satisfactory. Numerous inaccurately protracted positions on both H-5634 (1934) and the present survey caused discrepancies of as much as 10 feet in depth. All of these discrepancies were smoothed out in the office.

In May Hall Creek (a connecting stream between Darien and North Rivers), a holiday of about  $\frac{1}{2}$  mile in length exists between the present survey and H-5634 (1934). This gap is covered by H-964 (1868).

- c. There are no contemporary surveys to the eastward of the present survey in Altamaha Sound, however for charting purposes, a fair junction may be made with H-4471 (1924-25).

7. Comparison with Prior Surveys.

a. H-810 (1860), H-964 (1868) and H-1146 (1872).

A comparison between the above surveys and the present survey reveals general good agreement in some areas but numerous changes in depths and location of shoals in others, these latter changes being especially noticeable in the larger streams. Several small streams including the holiday discussed in paragraph 6b of this review are covered by H-964 (1868) and H-1146 (1872). In view of the general close agreement between the old and present survey in the small streams, soundings of the old surveys should be used for charting purposes in such areas. With these exceptions, the present survey should supersede the above surveys for charting purposes.

b. H-4471 (1924-25).

Soundings of this sparsely covered survey covering the main portion of Altamaha River are in close agreement with the present survey in some areas but differ by 3 to 5 feet in others with depths on the present survey being deeper in some cases and shoaler in others. For charting purposes, H-4471 (1924-25) should be superseded by the closer development on the present survey.

8. Comparison with Charts No. 574 (Corrected to Jan. 19, 1934), No. 575 (Corrected to Dec. 19, 1934) and No. 3257 (Corrected to Feb. 7, 1935).

a. Hydrography.

(1) Soundings shown on the above charts originate with surveys discussed in preceding paragraphs of this review and several U. S. Army Engineers' surveys. Soundings of Bp. 24802 (1931) covering the passage in lat.  $31^{\circ} 22.2'$ , long.  $81^{\circ} 20.1'$  are generally in close agreement with the present survey although a few spots vary 1 to 3 feet shoaler. With the exception of the 5 foot sounding (charted, actually 5.7 feet) in lat.  $31^{\circ} 22.4'$ , long.  $81^{\circ} 20.1'$  which should be retained, the blueprint should be entirely superseded by the present survey. The above 5 is the shoalest sounding on a shoal, which shoal is indicated on the present survey by several 7 foot soundings although not sufficiently developed to disprove the 5. Bps. 27554 (May 18, 1934) and 28467 (1935) covering a small portion of the dredged channel in the vicinity of lat.  $31^{\circ} 19.9'$ , long.  $81^{\circ} 19.6'$  are

subsequent to the present survey. Soundings are in close agreement in some areas but a general shoaling of as much as 3 feet is noted in others. These blueprints should supersede the present survey for charting purposes.

- (2) The three single 7 foot soundings (all charted on Chart 575 only) which are charted on the range in the general vicinity of lat.  $31^{\circ} 19'$ , long.  $81^{\circ} 20'$  originate with Chart Letter No. 504 (dated July 25, 1934). This letter was received from the Army Engineers in response to a request by this office of possible shoaling in Altamaha Sound and is subsequent to the date of the present survey. The soundings were obtained by following the range and were spotted on a section of Chart 575 on the old location of the range. In view of the fact that the present charted ranges were established in 1930 (Chart Letter No. 633) and are not the same ranges shown on the present survey, it is evident that the 7's are not in their correct geographic positions. The charted 7's fall in depths of 9, 11 and 16 feet on the present survey, but when plotted on the range as located on the present survey they agree within 1 foot. For charting purposes, the 7's should be retained but shown in their proper relation to the new range.

b. Fixed Aids to Navigation.

- (1) Single beacons located on the present survey are in practically the same positions as charted. Charted beacon No. 3 (on all charts) in lat.  $31^{\circ} 18.7'$ , long.  $81^{\circ} 21.3'$  and No. 2A (on Chart 3257 only) in lat.  $31^{\circ} 23.5'$ , long.  $81^{\circ} 20.0'$  were not located. However, Chart Letter No. 398 (1935) states that Bn. 3 is gone and is to be replaced. Bn. 2A originates with the Buoy List of 1935 and is also spotted on a section of Chart 574 which forms a part of the above letter.
- (2) Fixed aids marking ranges are practically all shown on the present survey in positions differing from those charted, which charted positions originate with Chart Letter No. 633 (1930). However, the resultant ranges determined on the present survey satisfactorily mark the best channels.

c. Controlling Depths in Channels.

- (1) The charted controlling depth in Threemile Cut is 6 feet as of May, 1933. The development on the present survey shows a controlling depth of 4 feet which is less than the charted depth.

- (2) The charted controlling depth in Onemile Cut is 6 feet as of May, 1933, which agrees favorably with  $6\frac{1}{2}$  feet on the present survey.
  - (3) The charted controlling depth in Little Mud River is 9 feet (actually 9.2 feet) as of May, 1934. It originates with Chart Letter No. 475 (1934), which letter is the U. S. Army Engineers' periodic report. In most of the area, soundings on the present survey are consistent with this depth, however, several 8's are shown in lat.  $31^{\circ} 21.9'$ , long.  $81^{\circ} 20.1'$ .
  - (4) The charted controlling depth in Darien River is  $8\frac{1}{2}$  feet as of May, 1934. This agrees favorably with 9 feet (10 feet with local knowledge) which can be carried within the limits of the present survey.
- d. The several jetties or dikes charted (on Charts 574 and 575 only) in lat.  $31^{\circ} 21.6'$ , long.  $81^{\circ} 22.8'$  which are not shown on the present survey should be deleted from the chart per authority of Chart Letter No. 398 (1935). This letter is subsequent to the present survey and represents a field examination for coast pilot purposes by Lt. E. A. Deily of this office.

Several sounding lines were run directly over the jetties or dikes in lat.  $31^{\circ} 21.5'$ , long.  $81^{\circ} 24.0'$  and no mention made of their existence or non-existence in the records or descriptive report. In accordance with verbal information from Lt. Deily, it is recommended that these features also be deleted from the chart.

#### 9. Field Plotting.

Field protracting was poor. This was particularly noticeable at the junction with H-5634 (1934) in lat.  $31^{\circ} 23.6'$ , long.  $81^{\circ} 20.5'$  and H-5587 (1934) in lat.  $31^{\circ} 17'$ , long.  $81^{\circ} 19'$  causing a bad disagreement with the adjoining surveys. This should have been apparent to the field party and investigated. Corrected plotting in the office brought all sheets into good agreement.

Field plotting of soundings was also poor. Numerous soundings were incorrectly spaced with respect to time interval and in addition, were pencilled with a hard pencil making it difficult to effect neat erasures.

10. Additional Field Work Recommended.

Aside from several streams of minor importance which are not covered by the present survey and are discussed in paragraphs 6b and 7a of this review, the survey is complete and no additional field work is required.

11. Note to Compiler.

- a. Attention is directed to the continued use of prior surveys recommended in paragraph 7a of this review.
- b. Hydrographic signal "War" in lat.  $31^{\circ} 17.4'$ , long.  $81^{\circ} 17.7'$  is located on the edge of an old wharf, which wharf is not shown on the contemporary topographic surveys or other surveys covering this area.

12. Superseding Previous Surveys.

Within the area covered, the present survey supersedes the following surveys for charting purposes:

- H- 810 (1860) in part.
- H- 964 (1868) in part, except as noted in paragraph 7a.
- H-1146 (1872) in part, except as noted in paragraph 7a.
- H-4471 (1924-25) in part.

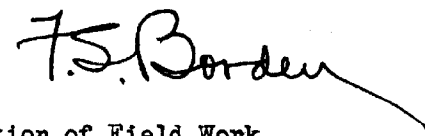
13. Reviewed by - Harold W. Murray, September 30, 1935.


Inspected by - A. L. Shalowitz.

Examined and approved:

  
C. K. Green,  
Chief, Section of Field Records.

  
L. O. Pollock,  
Chief, Division of Charts.

  
F. S. Borden,  
Chief, Section of Field Work.

  
G. H. de  
Chief, Division of H. & T.

Applied to Chart 840 Dec. 1935 W.A.B.

25 Jan 10, 1936  
EWS.

Applied to Chart 574 - Dec. 2, 1936 - J.T.W.

" " new compilation chrt 575 June 1937 P.A.C.

Applied to Chart 1242, Mar. 16, 1939 G.K.S.